

CANADIAN AND DANISH SHIPS TORPEDOED BY THE GERMANS

Fair, with frost to-night; Friday clear and warmer.

FINAL EDITION

The



Evening World.

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18 FRENCH AIRMEN RAID WAR PLANT; ZEPPELIN ATTACK CLOSE TO LONDON

CAPT. GREEN OF NEBRASKAN UNABLE TO FIX EXPLOSION UPON SUBMARINE TORPEDO

In Official Report He Says He "Saw Nothing and Had No Warning."

U. S. FLAG NOT FLYING.

Had Been Hauled Down Five Minutes Before Explosion—Theory of a Mine.

WASHINGTON, May 27.—The State Department to-day received from Consul General Skinner, London, the following:

"Green, master of the American steamer Nebraska, in wireless to me via Land's End, reports:

"Nebraska passed Fastnet Rock Tuesday 4.33 P. M. from Liverpool, bound to Delaware Breakwater in ballast. At 5.24 P. M., when the steamer was forty-eight miles west half south from Fastnet, she experienced a violent shock, followed instantly by a terrific explosion, bursting hatchways and throwing hatch beams, cargo derrick and twisted iron into air and filling lower hold, forward, completely with water.

"Crew took to boats immediately. After standing by ship one hour they returned on board and started for Liverpool at 10.30 P. M. "About 1.25 A. M. met two vessels sent by British Admiralty in answer to wireless call and one has been in attendance ever since.

"It was dusk when explosion occurred. Flag had been hauled down five minutes before. Steamer's name painted on both sides of ship in letters six feet tall.

"Had no warning and saw nothing."

A second message to the department from Ambassador Page, London, said:

"British Admiralty report from Queenstown the Nebraska is now on her way to Liverpool under her own steam and is being escorted.

"Am sending naval attaché Liverpool to examine the ship, which now appears to have been outward bound from Liverpool to Delaware Breakwater at the time she was struck."

A third cable from Consul Frost, Queenstown, said:

"American steamer Nebraska struck mine or torpedoed at 10 P. M. of 26th, twenty miles south of Fastnet. Crew returned to vessel immediately, finding her afloat. Now returning to Liverpool under own steam. Admiralty patrol conveying."

E. H. Dunn, counsel for the company owning the Nebraska, communicated with the New York office to-day and later, at the State Department, said the circumstances of the affair, particularly the damage to the bow of the Nebraska, indicated to him that the vessel struck a mine. The steamship officials with whom he talked in New York, held the same view, although they had very little information.

He said that no steps so far had been taken with a view to protest or representations.

WHITMAN HOLDS OUT NO HOPE FOR BECKER TO ESCAPE

Thinks It Strange He Should Ask Aid of His Prosecutor and Judge.

(Special to The Evening World.)

CHICAGO, May 27.—Gov. Charles S. Whitman of New York arrived in Chicago to-day on route to the Panama-Pacific Exposition. He held out no hope of any Executive clemency for Becker. He said:

"I expressed my attitude plainly enough when I was prosecuting the case. It is an unlucky coincidence for Becker that both the attorney who prosecuted him and the judge who pronounced the sentence are now the ones to whom he is turning for a special dispensation. Judge Samuel Seabury, who presided at the second trial, has been elected to the Court of Appeals and I have been elected Governor."

The Governor, with members of his staff, Speaker T. K. Sweet and Major J. Stanley Moore, were guests of Fred W. Upham at the Chicago Club at noon, and Mrs. Whitman, Miss Olive Whitman, their seven-year-old daughter, and the other ladies of the party were the guests of Mrs. Upham at the Saddle and Cycle Club.

The Governor and his party will leave Chicago at 9 o'clock this evening for the Pacific coast.

At luncheon, when reminded of gossip connecting his name with the Presidential nomination next year, he said he was too busy being Governor to talk national politics.

"This will be an unusual trip in one way at least," he said. "The schedule does not call for a single speech."

NO CONFESSION CAN SAVE BECKER, SAYS MR. PERKINS.

District Attorney Perkins was asked to-day for a definite statement as to his attitude toward an offer from Charles Becker to furnish evidence against high officials, past and present, of grafting during the time Becker was a member of the police force in consideration of an appeal to the Governor for the commutation of Becker's death sentence.

Mr. Perkins said:

"This thing might as well be settled once and for all. No confession implicating officials, however high, of giving or taking bribe money, would warrant the making of an application to the Governor for clemency toward one convicted of murder in the first degree.

"Important as it may be that public officials should be punished ruthlessly for misconduct in office, it is more important that indications of murder should be punished for their acts."

German Reply Not Received. WASHINGTON, May 27.—A rumor was current here this afternoon that the German reply to President Wilson's note had arrived. The State Department denied it officially.

GERMANS SHELL AND TORPEDO SHIP FROM MONTREAL

Morwenna Attacked in the Same Lane in Which the Lusitania Was Sunk.

DANISH SHIP IS HIT.

Betty Torpedoed in the North Sea and Sent to the Bottom.

CARDIFF, Wales, May 27.—The steamer Morwenna of Montreal was torpedoed and shelled by a German submarine at midday of Wednesday at a point 160 miles west by south of St. Ann's Head.

One member of the crew of the vessel was killed, while three were wounded. The others have been landed here.

She was bound from Cardiff for Sydney, Cape Breton, in ballast.

The Belgian trawler Jacqueline picked up the crew.

The Morwenna is a steel steamer of 1,414 tons, owned by the St. Lawrence Shipping Company, and under British registry from the port of Montreal. She was built in 1904 at the Dundee Shipping Yards. She is 260 feet in length and 34.2 at her beam, and was equipped with wireless. Her master, as given by Lloyd's registry, is L. Holmes.

St. Ann's Head is in Wales, in Pembrokeshire. A distance of 160 miles west by south of this location would have placed the Morwenna not far from the Old Head of Kinsale, where the Cunard liner Lusitania was torpedoed May 7.

SOUTH SHIELDS, England, May 27.—The Danish steamer Betty was torpedoed by a German submarine in the North Sea yesterday and went to the bottom.

The members of her crew were rescued and have been brought to the Tyne.

The Betty was of 2,169 tons displacement and was owned by a Copenhagen shipping company, M. Carl, manager. She was built at Newcastle in 1912 and was under Danish registry from the port of Copenhagen. She was 281 feet in length and 43.1 feet at her beam. Lloyd's registry names H. C. Lagensen as her master.

LONDON, May 27.—Athens dispatches received to-day assert that David Pasha, former Turkish Minister of Finance, has left Constantinople for Berlin.

His purpose, according to the Athens dispatches, is to inform Germany that Turkey is unable to continue the war and finds it necessary to conclude a separate peace.

IS EPILEPSY CONQUERED?

New Jersey Physician Held to Have Many Cures to His Credit.

RED BANK, N. J., May 27.—Advice to every direction fully confirms previous reports that the remarkable treatment for epilepsy being administered by the consulting physician of the Illinois Laboratories of this city, is achieving wonderful results. Old and stubborn cases have been greatly benefited and many patients claim to have been entirely cured.

Persons suffering from epilepsy should write at once to Illinois Laboratories, Branch 165, Red Bank, N. J., for a supply of the remedy, which is being distributed gratuitously.—Adv.

RYNDAM IS HERE WITH PASSENGERS AFTER SEA CRASH

Survivors, Brought in On Battleship, Return to Damaged Vessel in Port.

WARSHIPS' GREAT RACE.

Captain Declares Collision Was Caused by Freak Patch of Fog.

The Holland-American liner Ryndam, rammed by the steel fruit steamer Joseph J. Cunee off Nantucket early yesterday morning, tied up at 7 o'clock this morning at the pier in Hoboken from which she sailed for Rotterdam at 2 o'clock last Tuesday. Of her seventy-eight passengers, sixty went up the Hudson on the steamer. They had shifted quarters four times in twenty-four hours—from the Ryndam to the Cunee, to the battleship South Carolina, to the Thomas C. Millard, the harbor steamboat sent to Staten Island to take them from the warship last night, and to the Ryndam again. The others elected to come to the city on the Millard.

The Joseph J. Cunee steamed slowly into port, a cripple, an hour after the Ryndam docked. She anchored in the upper bay.

There was no mistaking that the little steamer had been in a collision. Her bow was smashed, her plates crumpled, bent to port and forced back till both anchors were jammed in the hawse pipes and she was down by the head where the sea had rushed in the forepeak. Otherwise, her captain pointed out, she was all right. Her engines and machinery being undamaged.

The Ryndam's passengers were united in saying that when they came up on deck after the collision the weather was clear, and the coming of dawn had made it very light, but Capt. Van den Heuvel explained that notwithstanding the passengers' observations the accident was really due to fog.

"I always stay on the bridge," he said, "until I am clear of Nantucket Shoals Light. First Officer Tjerp was also on the bridge in charge of the watch. He called my attention to the queer little cloud of fog which was drifting to us before a light breeze. It was a freak fog, just a little patch of vapor floating in the clear. As it reached us and covered us the Cunee, which was in the middle of it, so that we could not see her, struck."

The captain said he would try to have the ship repaired in the ship at Hoboken. By putting the million-dollar cargo ashore (shipping men estimate at least a third of it has been ruined by salt water) the ship will float high and it is the captain's hope that the damaged plates will, above water, so they can be replaced. Divers were engaged to make a preliminary survey.

When the passengers and most of the crew of the Ryndam were transferred to the Cunee Mrs. Minny Steiger and Dr. Homer E. Dabson, ship's surgeon, were left behind. They had not been awakened by the shock. When they emerged from their cabins, they thought, Mrs. Steiger said, they were the only persons on an abandoned ship. The forty remaining members of the crew were at the pumps and it was ten minutes before they found Capt. Van den Heuvel, and started what had happened.

The most connected story of the

(Continued on Second Page.)

Ryndam Showing Hole in Side; Captain and First Officer



MAKES A WREATH FOR HER FUNERAL, THEN TURNS ON GAS

To Make Death Sure Mrs. Was Also Drinks Poison, but Policeman Saves Her.

Before drinking a solution of arsenic and turning on the gas in her room on the second floor at No. 179 East Third Street to-day Mrs. John W. Was carefully curtailed the window with American flags, draped others on the bedstead and completed her preparations for death by fashioning a mourning wreath with her name—"Janet"—in the center of it, to hang at her head.

Mrs. Klaffer, the landlady, smelled gas and summoned Policeman McGaffery who entered the room by way of the fire escape, the door being locked. When Dr. McGaffery arrived with an ambulance from Bellevue Hospital, he treated the patient as well as the way to recovery. She is now in the hospital prison ward.

Neighbors say Mrs. Was disappeared about two months ago, and that last Thursday Mrs. Was told them she was starving and would be carried out dead within a week. She wrote half a dozen letters before making the attempt upon her life. Mrs. Was's former husband was killed in an accident a year ago.

ADRIATIC OFF, LOADED WITH WAR MATERIAL

Only Three Americans Found Among Her 295 Passengers—No Fear of Submarines.

The White Star liner Adriatic, now the largest ship in transatlantic passenger service, sailed at noon to-day for Liverpool with 295 passengers. 34 in the first cabin, 112 in the second cabin and 150 in the steerage, and with every pound of cargo that could be jammed into holds and on deck spaces. In all there are 10,000 tons of foodstuffs, ammunition and munitions of war generally. Fastened to her decks are 146 motor trucks donated for the English army in France. Commander, crew and passengers had no fear of submarines.

Only three Americans were found by The Evening World reporter among the passengers. They are Miss E. Wells and P. L. Foster of New York and A. H. Butler of Maywood, N. J.

WILSON CANNOT ATTEND.

Unwilling to Leave Capital at Present Time, He Tells Philadelphiaans.

WASHINGTON, May 27.—Involving no question as to attending Philadelphia's Fourth of July celebration, President Wilson said to-day that conditions were such at present that he was unwilling to leave the capital.

BELMONT WINNERS.

FIRST RACE—Ormsdale, 4 to 5; first; Tex Caddy, 2 to 5 place, second; Pleasant, 4 to 5 show, third. Time, 54.5.

World Wants Work Wonders.

BOMB KILLS WOMAN WHEN GERMAN AIRSHIP HITS TOWN ON THAMES

Kaiser's Big Munition Works at Ludwigshaven Fired by Aviators—50 Germans Killed by Bombs at Ostend; Houses Burned at South End.

ZEPPELINS ARE CHASED BY AEROPLANES, BUT GET AWAY

LONDON, May 27.—Warfare in the sky is the distinguishing feature of the news to-day. Reports are at hand of a Zeppelin airship raid on South-End-on-Sea, a resort town at the mouth of the Thames, forty miles east of London, in which one woman was killed, of an allied aeroplane raid on Ostend in which fifty German soldiers were killed when a street car in which they were riding was blown to pieces, and of a raid by eighteen French aeroplanes on the Bavarian town of Ludwigshaven, where ammunition and chemical factories were set on fire by bombs. Ludwigshaven is an important explosive manufacturing centre.

The South End Zeppelin raid was made under the cover of darkness and the airships which dropped the bombs got away. It is believed that a much more extensive raid was contemplated as another Zeppelin was in the vicinity.

U. S. BATTLESHIPS CRASH IN A GALE; GUNS DAMAGED

Rhode Island Driven by Wind Drags Her Anchor and Hits Nebraska—Both Suffer.

NEWPORT, R. I., May 27.—The battleship Rhode Island dragged her anchors in a heavy gale that swept Narragansett Bay last night and was blown against the battleship Nebraska, carrying away a portion of the bridge and injuring some of the guns on the latter ship. Both vessels lost considerable side gear.

The collier Cyclops also dragged her anchor and struck the battleship Virginia with such force as to lozenge several plates on the hull.

Hundreds of officers and men of the Atlantic fleet were forced to spend the night ashore, as the wind was so high that the launches could not put out to the ships.

GERMANY CALLING MORE MEN TO RANKS

Entrance of Italy into War Necessitates Arming of Untrained Landsturm.

AMSTERDAM, May 27.—Germany has called all her untrained landsturm over thirty five into active service, according to Berlin advices to-day. Italy's entrance into the war is said to have necessitated this step.

One woman, Mrs. May Fabia, was killed and a woman and child were injured by bombs. Five buildings were set on fire, but it is reported that the property damage is not heavy.

Mrs. Fabia, who was at South End on a visit, was blown to pieces as she was stepping off a street car. It is estimated that twenty-five or more bombs were dropped. Some of them were incendiary bombs, calculated to start fires. Others were of the German type, designed to scatter death over a wide area.

When the Zeppelin was first seen outlined against the sky in the moonlight and the sound of the propellers was heard policemen blew whistles as a warning to the people to keep indoors. The warning had the opposite effect, for the populace poured out into the streets to see the invader. South End has been the target of Zeppelins several times since the outbreak of the war and on a former occasion a woman was killed.

THOUSANDS FLOCKED TO THE WATER FRONT. The men in the airship apparently tried to drop their bombs in the most thickly populated parts of the town.

At least two airships were off the mouth of the Thames last night, but only one, so far as is known, dropped bombs. Burnham-on-Crouch, a seaport town seven miles northeast of South End, reports seeing two Zeppelins off the coast about midnight.

British aeroplanes arose at South End and elsewhere to attack the Zeppelin but the big dirigible escaped out to sea so rapidly that the smaller craft were unable to catch her.

The explosion on South End is described as sounding like a cannonade. There was no panic. The people of the resort town on the east are becoming accustomed to Zeppelin raids.

The secretary of the Admiralty has issued a statement on the raid which contrary to the despatches from South End, says two women were killed in the air raid on that place last night. It reads as follows:

"Last night one Zeppelin visited the east coast and bombs were dropped on South End. The casualties reported to date are two women